

[PRICE \$2½ PER MONTH]

Intimations

BURRA KHUDDER.

PUNDIT DAVEE KAR SEN, B.A.S.S.
ORIGINAL BENGALISE BARDO,
GRADUATE OF VERNACULAR
COLLEGE,
BADMA BARAN, CALCUTTA,
Professor of Blackings,
Dak Ghaziree, Mystery of Bos, &c. genuine o
lock in toms and Miliam in parvo,
(Language of Latin Races),
Will shortly again appear, and have honour o
making Exhibitions of Wonderful Feet in
SINGING OF THE VOICE,
JOKATIVES OF ORIGINAL VIRTUE,
CRACKING OF THE BRAIN,
DANCING OF PEDAL EXTRIMITIES
MANIPULATION OF OS BOVINUS,
AND
AMALGAMATION OF SERIOUS
LUDICROUSNESS,
For which your humble Postitioner will ave
64] more pray. [Jan. 11

FIVE HOUSES for SALE, Nos. 7, 5, 1,
&c. and 10, S. Street, Wanshal.
For Particulars, apply to
T. AIGAR,

NG GENERAL CIG

COMMERCE.

NOTICE.

THE POST OF SECRETARY being about to become VACANT, Applications for the same addressed to the Chairman, will be RECEIVED up to the 25th Instant. Salary \$1,500 per Annum.

75, Hongkong, 14th January, 1876.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

WANTED, an EUROPEAN ASSISTANT for the Hongkong Office of the above Company. Applications, in writing only, to be sent to the Undersigned.

By Order, W. H. RAY,

74 47, Hongkong, 10th January, 1876. Secretary.

CHINA AND JAPAN MARINE INSURANCE COMPANY, LIMITED.

WILLIAM A. HARRIS

ON and after the 24th January, a FIRST
DIVIDEND of Fifty Taels (Tls. 50) per
Share will be PAYABLE at the Office of the
HONGKONG AND SHANGHAI BANKING CORP-
ORATION, Shanghai.
Warrants will be delivered upon presentation
of the Scrip for endorsement at the Head Office
on or after the 13th inst.
The annual Report of the Company will be
CLOSED from the 15th to the 24th January
both days inclusive.
By Order of the Liquidators,
JOHN DUNN,
Acting Secretaries
65: Shanghai, 4th January, 1876.

Notices to Consignees.

BRITISH BARK COLDSTREAM,
FROM LONDON.

CONSIGNEES of Cargo by the above-named
Vessel are hereby requested to send
their Bills of Lading to the Undersigned for
Countersignature, and to take immediate
delivery of their Goods.
Cargo impeding the discharge of the Vessel
will be piled and stored at Consignee's risk
and expense.
VOGEL, HAGEDORN & Co.,

NOTICE.

TO consignees of SPECIAL CARGO
EX O. S. S. CO'S S.S. PRIMA,
FROM LIVERPOOL.
SHIPPING Orders must be obtained for
 the Undersigned not later than the 17th
 inst., for shipment per **UTZSESSE.**
BUTTERFIELD & SWIRE, Agents.
 Sd Bt.
GERMAN STEAMSHIP ALTONA, N. L.
LEER, MASTER FROM HAMBURG VIA
BRISBANE AND SINGAPORE.

CONSIGNEES of Cargo by the above stea-
 mer are hereby informed that their Goods
 are being landed at their risk in the
 Godowns of the undersigned, from whence
 every may be obtained.
 Consignees wishing to take their Goods from
 the boats alongside the wharf, are at liberty
 to do so.
 Goods remaining in store after the 18th in-
 stant will be stacked to rot.
 Bills of Lading will be forwarded unless
 due to the contrary, is given by 5 p.m. this day.
 Bills of Lading will be counter-signed by
WM. PUSTAK & Co. Agents.
 88 Hongkong, 8th January, 1876.

CONSIGNEES of Cargo per German
 S. S. Bark **LIES, Weidert, Master, etc.**

impeding the discharge

Bills of Lading will be countersigned by
Wm. PUSEY & Co.
20 Hongkong, 4th January, 1876.

BRITISH SHIP GREY, FROM LONDON.

CONSIGNEES of Cargo by the above-named
Vessel are hereby requested to send
their Bills of Lading to the Undersigned
Comptroller, and to take immediate
delivery of their Goods.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

TOGEL, HAGEBORN & Co.
Age

1423 Hongkong, 30th December, 1865.

**BRITISH SHIP BIRKEE, FROM
LONDON.**

CONSIGNEES of Cargo by the above-named
Vessel are hereby requested to send
their Bills of Lading to the Undersigned
Comptroller, and to take immediate
delivery of their Goods.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

Consignees are also informed that, before
any cargo can be obtained, they will be required
to sign the Average Bond, and to give a Personal
Guarantee for Contribution to General Average.

TOGEL, HAGEBORN & Co.
Age

1801 Hongkong, 24th December, 1875.

**AMERICAN SHIP SAMUEL G. BEIRN,
FROM NEW YORK.**

med Vessel are hereby
their Bills of Lading to

ed for Counter signature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

VOGEL, HAGEDORN & Co
1848 Hongkong, 18th December, 1875.

NOW READY.

THE CHRONICLE AND DIRECTORY FOR 1876.

With which is incorporated "THE CHINA DIRECTORY."

THIS Work, in the FOURTEENTH year of its existence, is NOW READY FOR SALE. It has been compiled and printed at the Daily Press Office, as usual, from the best and most authentic sources, and no pains have been spared to make it a complete and reliable work.

In addition to the usual varied and voluminous information, the "CHRONICLE AND DIRECTORY FOR 1876" contains a CHROMO-LITHOGRAPH OF A PLAN OF VICTORIA, HONGKONG.

THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Map of the NEW CODE OF SIGNALS IN USE AT THE PEAK.

also of THE VARIOUS HOUSE FLAGS.

(Designed expressly for the Work.)

MAPS OF HONGKONG, JAPAN, AND THE COAST OF CHINA.

THE NEW CODE OF CIVIL PROCEDURE—HONGKONG.

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The present Volume also contains a Directory of Singapore.

The CHRONICLE AND DIRECTORY is now the only publication of its kind for China and Japan.

The Directory is published in two Forms—Complete at \$5; or, with the List of Residents, Post-Directory, Maps, &c., at \$3.

Orders for Copies may be sent to the Daily Press Office, or to the following Agents:

Macao.....Mr. F. P. de Silva.
SINGAPORE.....Messrs. Quah and Campbell.
AMSTERDAM.....Messrs. Wilson, Nichols & Co.
BOMBAY.....Messrs. Wilson, Nichols & Co.
CANTON.....Messrs. Kelly & Co.
HONGKONG.....Messrs. Kelly & Co.
Kobe.....Messrs. Kelly & Co.
London.....Messrs. Kelly & Co.
Lyons.....Messrs. Kelly & Co.
Manila.....Messrs. Kelly & Co.
Peking.....Messrs. Kelly & Co.
Rangoon.....Messrs. Kelly & Co.
San Francisco.....Messrs. Kelly & Co.
Shanghai.....Messrs. Kelly & Co.
Singapore.....Messrs. Kelly & Co.
Sourabaya.....Messrs. Kelly & Co.
Tientsin.....Messrs. Kelly & Co.
Yokohama.....Messrs. Kelly & Co.

NEW YORK.....Messrs. Kelly & Co.
HONGKONG, January 14th, 1876.

BIRTH.

At Zumbi Lodge, Singapore, on the 30th December, 1875, the wife of Mr. ALFRED LESTER (formerly of Hongkong), of a son, 17lb.

NOTICE TO CORRESPONDENTS.

"The Press."—Your letter is so extremely incoherent that it is impossible to give you any answer without doing you wrong. We must, therefore, decline to insert it.

We again beg Correspondents not to write on both sides of the paper.

The Daily Press.

HONGKONG, JANUARY 14th, 1876.

An important piece of news has come down from the north. A correspondent of one of our Shanghai contemporaries announces that the coal mines some thirty miles beyond Kiang, and two or three miles from the banks of that great river, the Yangtze, are to be worked, as soon as possible, by the latest foreign appliances. To this end the authorities have secured the services of Mr. S. P. Morris, C.E., by whom the shaft of the famous Yankin Mine in Japan was sunk. Mr. Morris left Shanghai for the scene of his new operations in the steamship *Flamingo* on the 8th instant. It is also understood that a railway from the mines to the wharves and godowns on the river side is in contemplation. If this information be correct, and there seems no reason to doubt it—China is about to take a considerable stride in the path of progress.

It is very possible that the profitable development of the Japanese mines has been the main cause leading to what would appear to be a rather sudden determination on the part of the Chinese Authorities. Lately Japanese coal has been acquiring more and more prominence in the Shanghai market, until it has almost succeeded in shutting out other varieties. This fact would not pass unnoticed by the Chinese, who are keen enough in business, however obstructive and stupid they may be in relating reform and improvement. The oft-repeated advice of the foreign Press might pass unheeded, but when a fact is demonstrated by proof of this kind—i.e., by the virtual monopoly of a valuable market by Japanese mine owners—even Chinese attention is attracted, and certain conclusions drawn. Why should Japan, which exports coal to us? they may ask. Why should we pay large sums for fuel, and lose the trade with foreigners likewise, who have limitless supplies of coal lying idle and untouched in our hills? Why indeed? The only reason is because the Chinese Authorities have hitherto shown a blind unreasoning prejudice against adopting European appliances and machinery for obtaining the valuable mineral. This prejudice will, however, no doubt melt more rapidly in the light of experience than by the application of any amount of persuasion or argument. The thawing process has apparently begun, and it is to be hoped it may proceed as rapidly as is consistent with the well-being and prosperity of the country. As we have always maintained, the Chinese Authorities will not move until in a manner compelled. They latest innovation of all kinds, and will never sanction any change or improvement unless necessity requires, or seems to require it. It is probable that the attention they are bestowing on their defensive armaments will prove the means of leading them into the adoption of other and far more important Western improvements. Thus the establishment of new arsenals causes an increased demand for coal, and it becomes an object with the officials to procure it as cheaply as possible. They may be unworried deposits of the mineral in the immediate vicinity of an arsenal, and naturally the question arises why should not the supplies needed for their use be drawn from them? Thus it may happen, and probably will, that these great and costly works will indirectly be one means of breaking down prejudice and bringing about the gradual development of the mineral resources of the Empire. It is to be feared, however, that it will be very long before the Chinese officials become advocates of, or even permit, the introduction of improvements for the sake of the people or the promotion of the national prosperity. Self-interest is at the bottom of every step taken in advance by Chinese statesmen, and unless they see a certain and positive advantage likely to accrue from the adoption of any Western idea or science, they will have nothing to do with it. It is hopeless to expect that the ruling powers in the Central Kingdom will sanction changes which have only the merit of being beneficial for the people. Let it be shown that they will in any sense augment the power of the Dragon Throne, or increase the riches of officials, and there will be a good chance of their receiving consideration. It is too much to expect, perhaps, that the Chinese should suddenly become possessed of political morality, that their statesmen should in a few years learn to look upon themselves as mere trustees of the nation's wealth, placed in office to act as guardians of the people's interests. This lesson is not yet understood in China, where for so many ages the people have bowed to the yoke of a patriarchal despotism, and abuse of power have been the most common occurrences. When they shall have imbibed some of these ideas, then, possibly, foreigners may find Chinese officials more ready in their system of Government and adopting Western inventions and improvements, the introduction of which would be likely to ameliorate the condition of the masses, and give an impetus to the industrial growth of the Empire. But until then we must be content with the slow and unwilling advances which the fear or the selfishness of the Government of Peking urges it to take in the much-bated direction of innovation and progress.

At the Marine Court yesterday the owner of boat 3865, charged by P.O. Blake, with obstructing the fairway of the S.S. *Japan*, was fined \$2 and the owner of boat No. 6 was fined \$1 for obstructing the fairway of the S.S. *Prize*.

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